THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The MARINE RECORD will remove to the Leader Building, Superior Street, next week.

Captain Lockwood will sail the J. S. Richards next season.

Captain J. P. Harrow is rebuilding the steambarge Plymouth.

Captain John Shaw, of Bay City, is in Cleveland on business.

Captain Wm. Cummings, of the Ward Line, will sail the Vienna the coming season.

Seventeen marine patients were treated at the city hospital during the month of February.

Repairs to the J. S. Fay will be completed on Friday, after which the Osborn will occupy the Globe drydock.

The schooner Sweetheart has been chartered for six trips ore at $1.10 from Escanaba to Ohio ports.

Frank Holt is making a towbarge of the Frank Perew by taking out her spars. She is owned by Jerry Green, of Saginaw.

S. P. Caldwell will be manager of the Western Transit Co., formerly manager of the Union Steamboat Co.

Captain Joseph Cottrell will sail one of Ward's steamers until the completion of Mr. Morley's steamer at Marine City, when he will take command of her.

The admiralty docket in the United States District Court will not be taken up for trial until about the middle of this month. There are many cases on the list.

Estimates have been made on the cost of repairing Main street bridge, which has been in bad condition for five months. The city engineer places the cost, with engine and boiler, at $15,000.

Morley & Morse have sold the steamer N. K. Fairbanks to Captain Hugh Hastings, of Milan, O., and Captain J. W. Moore, Captain George Berriman and John C. Fitzpatrick, of this city. Consideration, $40,000. Captain H. Hastings will sail her. He will go on Monday to Marine City to look after her.

Messrs. Palmer & Benham, vessel owners and agents, who have occupied rooms in the coal exchange building a number of years, will move into the new bank building on the corner of Superior and Bank streets.

The criminal case in the United States District Court against George Henderson, a seaman on board the schooner Mears during last season, charged with leaving the wheel contrary to the lawful command of the mate of the vessel, will probably come up for trial some time during next week.

The suit brought on the 5th of January last, in the United States District Court by Robert Tarrent, executor of the last will and testament of Gottleib F. W. Roller, deceased, late of the city of Chicago, Ill., against the tug American Eagle of this city for materials and supplies furnished the tug while she was in Chicago in 1882, has been settled and dismissed. The amount claimed was $192.47.

The MARINE RECORD will remove to the Leader Building, Superior Street, next week.

ALPENA.

The little tug James Anderson burned on Long Lake, near Alpena, on the morning of the 16th—the work of an incendiary.

DETROIT.

Special to the Marine Record.

DETROIT, March 5.

Captain Harry Whitaker, an old lake veteran who commenced navigating the lakes in 1819 and who subsequently commanded vessels and steamers up to 1850, is lying very ill at his residence in this city. His physicians state that it is an utter impossibility for him to recover and a question of but a few days, perhaps hours, ere he passes beyond the shores of time. He was born in 1801 and there are but few of these old pioneers remaining.

The following vessel transactions have taken place within the past few days: Barges Commodore and Peck to Adolph Perrit, East Saginaw, price $20,000; barge E. F. Gould to James Donley, East Saginaw, $4,000; barge B. B. Buckout to A. McLean, East Saginaw, $9,000. B. W. Whitaker & Son have purchased the remaining interest in the bark Unadilla from Morley Bros. and now own her entire.

Captain Allen McIntyre, for several years master of the propeller Peerless, plying between Chicago and Lake Superior, will this season command one of the new Canadian steamers recently brought over from Scotland to run between Owen Sound and Fort William. There is perhaps no better pilot on Lake Superior waters than Captain Mc. The promotion will therefore be held with pleasure by his many acquaintances.

The tug Champion has been purchased by Marshall H. Strong, of this city, for $19,000. She is one of the best of that class of steamers on the lakes. She was built at Detroit, by Campbell & Owen, in 1868 for the late H. N. Strong, and is 263 tons burden.

The new railway steamer launched at Wyandotte last fall has been completed and named the Michigan Central. The following are her dimensions: Length, 275 feet; extreme width, 75 feet; amidships, 45 feet 4 inches, and is the largest yet constructed for the purpose for which she is intended. She will carry twenty-four cars of twenty-three feet length. The cost is $275,000. A day or two since she performed her trial trip and gave the best of satisfaction.

Captain Alfred, who was in command of the steamer Great Western, which sunk the schooner John Stevenson, of which you were informed, has been suspended. The work of raising the sunken vessel is now being carried out by the railway company, but with slow progress.

Captain Westcott, of Marine City, has bought an interest in the steambarge Lowell and will command her the coming season.

The steamer Idlewild is undergoing the usual preparations for the season's business at Port Huron, and will reach here as soon as the way is clear.

Mr. C. McElroy, vessel owner at Marine City, was in this city yesterday.

A new steamer for Captain John A. Sloan and others and intended for the Detroit and Port Huron route, will have her keel laid about the month of June next, but will not be ready for business before a year from that time.

Murphy Bros. are reconstructing the schooner Harry Bissell, such as new decks, plankshear, etc., etc.

The Detroit & Cleveland Navigation Co. have made the following appointments for their boats this season: Steamers City of Cleveland, Captain Albert Stewart; City of Mackinaw, Captain Angus McKay; City of Detroit, Captain D. A. McLachlan; Northwest, Captain Dugald McLachlan.

Captain Michael Galion, of Buffalo, paid Detroit a visit the other day on business matters. From Port Huron there also arrived Captain John Downer, George Green and R. E. Gage. From Greenfield, Mich., Captain Leander Waffle, one of the old school lake navigators.

Captain James Stone will command the new steambarge City of Cleveland the coming season, and Captain Albert Stone the steambarge Sarah E. Sheldon.

As regards the opening of navigation, since the present cold snap has set in opinions have considerably changed, and nearly every one is at sea on that point. Should the weather continue cold during the month the probability is it will be deferred until in May, which seems likely. In 1807 navigation opened at Buffalo June 7th, since which period it has occurred forty-four times in the month of April, twelve in May and but six times in the month of March. During the winter of 1845 the steamer United States traversed between Buffalo and Detroit, one trip each winter month commanded by Captain H. Whitaker. Aside from this incident March 7th was the earliest which was in 1842, the steamer General Scott arriving at that port. The Straits of Mackinac, since 1837 and including that year, has opened forty-five times in the month of April, in March four times, and May nine times. The earliest passage was March 9, 1882, and the tug Winslow with a barge the first to pass through. Through the Sault canal, since 1855, when it was first opened, the passages were on twenty-one occasions in May and seven in April. The earliest was in 1878, April 8, when there was a clear passage several days before the arrival of steamers or vessels. At Cleveland, since 1829, the prevailing opening month has been March. The steamer United States arrived there from Buffalo, January 4, 1845, and on February 1, 1834 steamers and vessels cleared and arrived regularly without any interference from ice whatever.

J. W. H.

CHICAGO.

Special to the Marine Record.

Judge Blodgett on the 3d inst., in the case of Ryerson against the tug American Eagle, decided an interesting point of maritime law. This was a libel filed by the assignee of a material man who had furnished material for repairing the tug, and who had assigned his claim to the libellant, who sought to enforce his lien. The respondent objected on the ground that no lien attached in favor of the assignee. It was conceded that the original creditor had a lien under the maritime laws of the State for supplies furnished, but it was claimed that the lien did not inure to the benefit of the assignee. The Court said there was no doubt dicta to that effect, but the reliable authorities were all in favor of supporting the lien in behalf of the assignee if it existed in favor of the original creditor. That question was discussed in the case of the Sarah J. Ward, 5 Lowell, 565, and the decision was expressly made that the rights of the creditor went, with the indebtedness; that the lien was part of the indebtedness, and went with it into the hands of any one to whom the debt was assigned. The exceptions to the master's report would therefore be overruled.

The Seamen's Union held its regular weekly meeting at headquarters Monday evening. The following delegates to the State Labor Convention, to be held in Chicago March 26, were elected: Charles Meagher, John Simpson, Edward Reiley, James Horn, Richard Powers. A letter from Hon. M. A. Foran, member of Congress from Ohio, was read, in which the writer informed the union that he would endeavor to bring its bill to regulate lake shipping before the House Committee on Commerce at once. He favors the bill, but is satisfied that it will be stubbornly contested in the House. The Union authorizes President Powers to visit Washington in the interest of the measure.

BUFFALO.

Special to the Marine Record.

Captain William Mitchell, of the firm of Mitchell & Boutell, Bay City, was in the city on Saturday.

Henry Greene, who was drowned last week in New York harbor in the collision between the Cunard steamship Cephalona and the tug Glendale, was the son of Oliver Greene, of the humane society in this city. He was twenty-seven years of age and unmarried.

Wm. Hingston & Son, boat and yacht builders, are building for Mr. Helwig, of Dunkirk, a two-masted fishing boat for gill net fishing, 27 feet long, 6½ feet beam and 2½ feet deep. They have contracted and will commence at once to build for D. P. Dobbins six of his celebrated liteboats of the following dimensions: 24 feet long, 6 feet 6 inches beam, 2 feet 3 inches deep.

A company of enterprising gentlemen have purchased the United States sidewheel steamer Commodore Perry. The sidewheels will be taken off and a wheel at the stern will be substituted, and cabins and every modern convenience will be fitted up so as to convert her into an excellent excursion boat.

Peter A. McKinnon and William McCullom, who were the first and second mates on the propeller Fred Mercur, at the time of her stranding near Erie last fall, will appeal against the decision of Local Inspectors Dickson and Learmouth, to Mr. Van Valkenburg, supervising inspector. The Association of pilots of this city have taken the matter up and Mr. Josiah Cook has been retained as counsel for the appellants.

Superintendent D. P. Dobbins has received an order from the general superintendent of the life saving service at Washington, to have built six of his unsubmergeable, self-righting and self-bailing lifeboats. D. P. Dobbins has arranged with Wm. Hingston & Son to build them by May 1st. They will be sent to the following stations: One to Salmon Creek, Mexico Bay; one to Oswego and one to Charlotte, Lake Ontario; one to Erie, one to Cleveland and one to Point Marblehead, Lake Erie. The stations at Big Sandy, Lake Ontario, and Buffalo and Fairport, Lake Erie, are already supplied with them, and when the six new boats are completed and distributed all the lake stations in Superintendent Dobbin's Ninth District will have one of his famous boats. They are splendid boats and we hope soon to see them on board of all the passenger steamers on the lakes.

Manager Bullard, of the Union Steamboat Company, has appointed the following masters for the coming season: Steamship H. J. Jewett, Walter Robinson; propeller Rochester, James W. Moore; New York, John B. Hall; Avon, Austin A. Phelps; B. W.

[Continued on 5th page.]

MARINE LAW.

PORTCH AND LELAND COLLISION CASE.

Judge Blodgett in the United States District Court, on the 25th, in the important collision case of Jacob Johnson, owner of the schooner E. M. Portch, against the steambarge Leland, delivered what is said to be the longest and most elaborate admiralty opinion since he ascended to the bench. This was a libel to recover damages sustained by a collision between the Portch and the Leland on Lake Michigan on the evening of March 26, 1882, about fifteen miles off the west shore of the lake and nearly opposite a point midway between Manitowoc and Sheboygan. The schooner was struck on the port bow and cut down to the water line. She was taken in tow, but sank outside Sheboygan harbor and was driven ashore and broken up, becoming a total loss. Proceedings were begun by the owners of the Leland in the United States District Court to limit their liability under the act of Congress. Commissioner Proudfoot found the value of the Leland and her freight at the time of the collision to be $16,200, and their liability was fixed at that amount.

The Court says the Portch was running light, bound on a voyage from Chicago to Rowley Bay for a cargo of railroad ties. The Leland was loaded with about 500 tons of pig iron and some other freight making 550 tons in all, and bound on a voyage from Elk Rapids, Mich., to Chicago. The libellant charges that the collision was caused wholly by the negligence of those in charge of the Leland, while there is the usual effort on the part of the respondent to show that there was either contributing negligence on the part of those in charge of the schooner, or that the alleged negligence on the part of the Leland did not cause the collision. The collision seems to have occurred a few minutes before 8 o'clock in the evening; the wind was about southeast, a light sailing breeze of from four to five miles an hour, and the weather very thick and foggy. The course of the Portch was about north by east, and that of the Leland south by east. The Leland was running about eight miles an hour and the Portch from four to five miles at the time the vessels sighted each other, which they did simultaneously when only about 300 feet apart. The proof on the part of the libellant all tends to show that the schooner's fog-horn was properly and continuously sounded at intervals of not more than two minutes, as required by the rules of navigation, for more than two hours before the collision; that her rate of speed was not dangerous, and that she was in nowise at fault for the disaster.

The negligence on the part of the Leland relied on by the libellant is: 1. That she had not a sufficient steam whistle. 2. That her whistle was located abaft the funnel instead of before the funnel. 3. That the steam whistle was not sounded as required by law at intervals of not more than one minute. 4. That the steamer was running at two high a rate of speed. 5. That she had not a proper lookout.

The steam whistle, it is admitted, was abaft the funnel, and the proof shows that it was not of sufficient capacity to give proper warning to other vessels. The whistle of the Leland was at the best not sounded more frequently than at intervals of from three minutes to a minute and a half.

As to the rate of speed, rule 21 provides: "Every steam vessel when approaching another vessel so as to involve risk of collision shall slacken her speed, or if necessary, stop and reverse; and every steam vessel shall, when in a fog, go at a moderate speed." It is undoubted violation of the sailing rules for a steamer to run at a reckless or dangerous rate of speed in a fog, and the proof shows that the Leland must have been making at least eight miles an hour at the time the schooner was sighted by the steamer, and this the Court had no doubt was too great in a dense fog in the night time upon water where the liability to collision was so continuous as on the waters of Lake Michigan, even at that early season of the year. The Court then cites the case of the Pennsylvania, 19 Wall, 125; the case of the Colorado, 91 U. S., 692; and the case of the Manistee, 7 Bissell, 35. In the case of the Europe the Privy Council said that if five knots an hour was not slow enough to avoid danger of collision in a fog then she must run less than that speed. In the case of the Manistee, Judge Drummond held seven miles an hour an excessive speed. He says: "I know what steamboatmen say, that they must make their time that they must run in a fog. But they cannot be permitted to run in a fog, surrounded by sail vessels against which they are liable to collide at any moment."

On the question of a proper lookout, the Court thought the proof showed that the lookout had been absent from his post until to late to hear the fog-horn of the schooner and avoid the collision.

But the respondent contended that although these acts of negligence might be established by the proof, still the proof fails to show that the collision was occasioned by any one or all combined of these violations of the sailing rules or acts of negligence. In fact that the state of the atmosphere was such as to render all precautions nugatory, and that the collision was an inevitable accident; and that the mere violation of the rules or acts of negligence is not sufficient to sustain a claim for damages unless the proof shows that the accident was caused by the violation. The Court thought, however, the proper rule to be that proof of violation of the fixed statutary rules of navigation and other acts of negligence by the party causing the damage casts upon such a party the burden of proof that such damage was not occasioned by their neglect. The case of the Morning Light, 2 Wall, 550; also the Grace Girdler, 7 Wall, 196.

The Court thought the proof did not show that any phenomenally accoustic condition of the atmosphere existed on the night in question to prevent the transmission of sound. The vessels were approaching each other at an oblique angle at the rate of at least twelve miles an hour. The fog-horn of the schooner could not have been heard more than 300 to 500 feet, and the vessels might have been two-fifths of a mile apart when the last blast of the steamer's whistle was given. It was urged that even if the schooner could have heard the last whistle of the steamer she could only have kept her course as she did. But the Court thought she might have displayed a torch or flash light, and she would have been bound by rule 24 to have done all she could to avoid the immediate danger. Again, if the steamer had been going at a moderate rate of speed, say four or five miles an hour, she would not have crossed the course of the schooner, and the collision would not have occurred at all. The correct criterion of speed at which a steamer can safely proceed in a dense fog upon a highway of commerce like this, and when the peril of collision is imminent, seems to be only such speed as will enable her to stop so as to avoid a collision after she sights a sail vessel crossing her path. If the atmosphere is so dense that approaching vessels can not be seen half a mile away, then the speed must be such as to enable a stoppage or change of course to avoid collision. If the vision is limited to 200 feet only, then the speed must be proportionately slow. The Court thought that the main reason for insisting that that speed in this case was too great was the fact disclosed in the proof, that when the master of the steamer sighted the schooner when the two vessels were about 500 feet aport he at once ordered his helm hard apart, stopped and reversed his engine, and backed, and yet he was so near to the schooner that this maneuver was ineffectual, and this collision occurred.

In conclusion, the Court holds the steamer violated the rules of navigation by locating her whistle abaft her smokestack, which would break the waves of sound toward an approaching vessel. Also, by not sounding her whistle with the frequency required by the statute, and by not keeping such an efficient lookout on the deck of the steamer as common prudence required. These facts being clearly brought home to the steamer, "I think," says the Court, "she must be held responsible as the direct cause of the collision."

But it was further urged that the loss of the schooner was not the direct and necessary consequence of this collision. After the accident the steamer towed the vessel nearly opposite the entrance of Sheboygan harbor, where she was let go at 4:30 a. m. By the time tugs could be got she had sunk so deep that she could not be taken over the bar. Then came a gale and she was carried ashore and broken up. The owners of the steamer contended that the gale, and not the collision, was the direct cause of the loss of the schooner. The Court thought, however, that if the schooner had been left seventeen miles out in the lake after the collsion she could not have been navigated to a place of safety, but would have sunk out in the lake. In any case the result would have been the same. "I therefore come to the conclusion that the loss of the Portch is fairly and properly chargeable to the acts of the Leland, and that she should be held responsible therefor."

As to the value of the Portch the testimony was conflicting. Her owner contended that he should be allowed not only the value amount of the vessel, but also the of freight which she would have earned on the voyage, and also nearly $6,000 which he expended in endeavoring to get her off after she went ashore. The Court, however, disallowed these items, thinking that the true measure of damages was the value of the vessel at the time of the collision and interest from the time. That value he thought was shown by the testimony of Oliver, Dunham, Holmes, and other witness to have been $15,000. The amount of salvage from the wreck was only $600, and this would not be deducted, as the $6,000 was not allowed. A decree would therefore, be entered finding the Leland in fault and finding the libellant's damages to be $15,000 and interest, making $16,722.50.

Mr. Henry W. Magee appeared as proctor for Captain Johnson, and Messrs. Schuyler & Kremer for the Leland owners.

GENERAL NEWS.

The Boston navy yard has stopped all work in the construction department.

The Vallejo navy yard has stopped all work in the construction department.

A Liverpool steamer which reached Boston Thursday reported running for 110 miles along a "solid wall of ice."

It is reported that the steamer Great Eastern has been purchased by the British Government for a coal hulk, to be stationed at Gibraltar.

The New York Senate Committee on Commerce and Navigation is investigating the Harbor Masters question at the Maritime Exchange, New York.

Lieutenant Harber, who brought from Siberia the remains of the Jeannette victims, was tendered a banquet and ball at Youngstown, Ohio, his native town, Thursday night.

Since the commencement of work on the canal, the population of Aspinwall, Panama, has suddenly increased from 1,200 or 2,000 to 8,000 or 10,000, and building has extended into the swamps, where there are no streets graded.

Seven able seamen of the United States steamer Michigan volunteered to go out with the Greely relief expedition, and by telegraphic orders from Washington were examined by the surgeon. All are approved. The names of the men are: C. J. Keegan, J. Wachter, C. L. Blanc, J. Allman, A. L. Finn, P. Magins, Thomas Wilson.

The Yale oarsmen adapted an amendment to the constitution which places the entire management and policy of the Yale boating interest in the hands of an Executive Committee, consisting of one graduate, coach and captain. The entire internal business of the management remains with the President as before.

The American ship Bombay, Captain Peterson, from Philadelphia December 30, with anthracite coal, is supposed to have foundered, as nothing has been heard of her since she left Delaware breakwater. She was built in Bath, Me., in 1867. Captain Peterson had his wife with him, and it is said to have been her first sea voyage.

New London dispatch notes the death by drowning or starvation of seven men of the crew of the schooner Sarah W. Hunt, while searching for seals near Campbell Island, in the Pacific Ocean. The commander of the brigantine, with the aid of a boy, kept his vessel on her course for a month. The captain and steward of the schooner alone sailed the vessel 630 miles to New Zealand after losing the crew.

Information has reached New Orleans that the Spanish steamship Cubana has been abandoned at sea. She sailed hence for Liverpool January 27, with 5,762 bales of cotton and 1,265 sacks of oil cake and goods in transit from Cienfugos. She was of iron, built at Sunderland in 1881, and owned by Dearro Tegui, of Bilboa. She was very staunch and handled by Captain Borics, an experienced navigator. Most of her cargo was insured abroad.

LAKE ONTARIO.

REMINISCENCE OF SHIPPING AND SHIPBUILDING—THE THOUSAND ISLANDS.

Special Correspondence Marine Record.

DETROIT, March 3.

We continue our observations on Lake Ontario in order to extend and present more definitely much that has been omitted in a previous communication. It is the most eastern of the whole chain of lakes and is 180 miles in length, 60 miles in extreme breadth and about 485 miles in circumference. The boundary line between the American and Canadian side runs through the middle of the lake. It is navigable for the largest size vessels and in some places upwards of 500 feet in depth. It is 330 feet lower than Lake Erie, with which it is connected by the Niagara river and Welland canal. The chief ports on the American side are Cape Vincent, Sackett's Harbor, Oswego, Charlotte or Genesee, and Lewiston on the Niagara river. On the Canadian side are Kingston, Cobourg, Port Hope, Toronto, Hamilton, Niagara and others of lesser note. The principal bays on either side are Big and Little Sodus, Mexico, Irondequoit, Black River, Chaumont, Burlington and Bay of Quinte.

Of those engaged in the forwarding and shipping at an early peirod on the American side of Lake Ontario, in 1823 were Joseph Davis, Genesee river; Mather McNair and A Bronson, Oswego; John Phillips, Youngstown; Wm. Hotchkiss, Lewiston; A. Crane & Co., Sackett's Harbor; Robert Hugunin, Rochester. In 1827 C. Hotchkiss, Lewiston; O. Hathaway, Younstown; J. G. Hanford, Hanford's Landing; P. Butterfield, Sackett's Harbor; Ainsworth & Lee, Cape Vincent; A. Chapman & Co., Morristown; John G. Bush, Ogdensburg, and S. Davison, Rochester. Later on Wm. Buckley, Sackett's Harbor, O. P. Starkie & Co., Cape Vincent; White & Hooker, Morristown; C. B. Allen; Ogdensburg, and A. Lane, Youngstown, all of whom were agents of the Oswego line of lake boats running to and from the upper lakes.

In continuation of the shipbuilding on this lake at an early period on and after 1832 this branch of commerce took a start at various points. Henry Eckford, the pioneer shipbuilder, had, prior to this time, left this country, and went to Russia, and there died. At Chaumont, Wm. Clark, shipbuilder, in 1832 built the schooner Stephen Girard of 60 tons burden; Robert Masters, in 1835, the Alleghan of 100 tons; S. and A. Davis the schooner R. C. Smead, 75 tons, in 1839; Copley & Main the Rip Van Winkle, 235 tons, in 1847; also the Oxford, 244 tons, in 1848; Palmyra, 180 tons, and the A. Z. Hazleton, 230 tons, in 1851.

Three Mile Bay, commencing in 1835, and for several years subsequently, was a shipbuilding point of considerable promise, Asa Wilcox being the principal builder. The wo first vessels there constructed were the schooners Florida and A. Bronson, and in 1843, among others, the schooner Cambridge. This vessel, in 1853, was reconstructed at Buffalo and renamed the Harriet Ross, which latter vessel a few wiseacres have, within a few years past, tried to make it appear was built from the bottom of one of Commodore Perry's war vessels of 1812. In 1832, at Peninsula Point, S. Howard commenced shipbuilding, during which year the schooner New York of 80 tons was built followed, in 1834, by the G.C. Rand, and the schooner Wm. Buckley, 112 tons; in 1836 the E. Bancroft, 112 tons, and others subsequently. John Oades built at Clayton the steamer Niagara, 473 tons; Cataract, 577 tons; Ontario, 832 tons; Bay State, 900 tons, and the New York, 994 tons. This was along in 1843 and years following. Up to this period Oswego, N. Y., exceeds all other ports on Lake Ontario in point of number of vessels. The first steamer there built was the Oswego, in 1834, of 400 tons burden. She was dismantled in 1838 and her machinery placed in the St. Lawrence, built at the same port in 1839. The Oneida, 300 tons, in 1836; George Clinton, 100 tons, in 1841; President, 100 tons, same year; the Rochester, 350 tons, in 1843, and the Northerner, 905 tons, in 1849, were also built at that port. In 1845 the Oneida was converted into a sail vessel and after-

ward lost on Lake Erie. A steamer called the Telegraph, 196 tons, was built at Dexter, subsequently taken to Detroit, and was burned at the head of Lake Erie. The Express was built at Pultneyville in 1839. She was commanded and partly owned by Captain H. N. Throop. Her career ended in 1850. The St. Lawrence was rebuilt in 1844 and her tonnage was increased at a cost of $50,000. She was retired at Clayton in 1850. The John Marshall, of 60 tons, was brought from Lake Erie to Lake Ontario, and was wrecked off Stony Point, October 18, 1844, commanded by Captain Joel F. Tyler. The Lady of the Lake, 423 tons, was built at Oswego in 1842. She plied on the through line until 1852, when she was chartered as a ferry between Cape Vincent and Kingston She was the first American steamer on Lake Ontario with state rooms on the upper deck. Captain Root was for a time her master. The Cataract was commanded in 1847-48 by Captain James Van Cleve, in 1849-51 by Captain B. R. Chapman and in 1852-53 by Captain A. D. Kilby. The Bay State was first sailed by Captain James Van Cleve, and afterward by Captain John Ledyard; the New York was sailed by Captain R. R. Chapman; the British Queen by Captain J. LaFlamme; British Empire by Captain D. S. Allen, and the Jenny Lind by Captain L. Moody. In 1845 there were on the American side of Lake Ontario seven sidewheel steamboats, six propellers and about 100 sail vessels, with an aggregate tonnage of 18,000 tons, and costing $1,500,000. Of the veteran steamboat masters we know of but one of the old school now living, Captain James Van Cleve, a resident of Sandwich, opposite Detroit, who commenced navigating on board the first steamer on that lake.

The remarkable group of islands at the lower extremity of Lake Ontario are what is known as the Thousand Islands, commencing opposite Kingston, Ontario, and lying partly in Canadian and partly in American waters, and stretching down the St. Lawrence from forty to fifty miles. Wolfe, orG rand Island, is on the Canadian side, is eighteen miles long and from one to six miles wide. Gage Island lies west of the latter, is three miles long, having a lighthouse on the southwest end. Howe Island, in Canadian waters, is eight miles long and from one to two miles wide, lying near the Canada shore. The American channel runs east of Wolfe island, between that and Cape Vincent. Carleton island is in United States waters and contains about 1,200 acres of land. It is important that it commands the American channel of the St. Lawrence. The other islands of any importance are Grindstone, Well's, Admiralty, Fleet Group, Old Friend, Indian Group, Amateur, and others of lesser importance. The fish thereabout are abundant and of nearly all kinds, sizes and descriptions. J. W. H.

SIGNAL LAMPS.

Messrs Felthousen & Russell, 139 to 141 Main street, Buffalo, are manufacturers of the famous patent fluted lens steamer and vessel signal lamps, headlights, anchor lamps, binnacle lamps, vessel torches, vessel supplies, pier lamps, etc.; also of French wrought iron cooking ranges and broilers. Felthousen & Russell have made the manufacture of signal lamps a life-long study and their efforts have been crowned with well-merited success. The patent fluted lens signal lamps patented and manufactured by this firm, are the best ever made and have won great praise on ocean, lake and river throughout the world. The red and green colors produced by the fluted glass lenses used in these lamps are perfection itself, and can be seen at a greater distance than those in any other lamp manufactured, and any person who fails in distinguishing the splendid bright red and green lights, which are of faultless shade must indeed be hopelessly color-blind. Too much praise cannot be bestowed upon these celebrated lamps, and every true-hearted sailor must feel thankful to the manufacturers who help them to avoid death by collision and other disasters in the darkest of nights. The firm has manufactured over 10,000 of their lamps of all kinds, which is an excellment proof of their popularity among vesselmen.

They manufacture and keep in stock the French wrought iron cooking ranges of the following sizes: 3½, 4½, 5½, 7½ and 10½ feet and make larger sizes when ordered. They are very compact, strong, durable and economical and have gained great praise from stewards and others who have used them. Among many steamers which have these ranges in use we take pleasure in naming the following: The Onoko, J. B. Lyon City of Duluth two, Siberia, Oceanica, H. E Packer, Coffinberry, Number One, Number Two, Kittie M. Forbes, Newburgh, Portage Canisteo, Arizona, Jay Gould, New York, Colorado, Gordon Campbell, D. W. Rust, B. W. Blanchard, Rochester, Nebraska, Smith Moore, and Canadian steamers Persia and California.

The broilers manufactured by this firm are an exceedingly useful adjunct to the kitchen. The firm always uses the very best material that can be obtained. They supervise every article manufactured on their premises. They are very careful in the supervision of all supplies obtained from other manufacturers, and their reputation for honest and fair dealing is second to none.

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Of the Great Lakes.

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The Well-known Directory publishers, 40 Larned-st, West, Detroit, will have ready for circulation by the opening of Navigation, a Complete Guide to the

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Or will exchange for other property. Capacity 300 tons. Will furnish business for the season of 1884 if required. Address J. M. JONES.
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A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,600, and must be sold inside of sixty days. Address MARINE RECORD OFFICE.

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FOR SALE
STEAMBARGE DAISY DAY.

Length 112 feet, beam 21 feet, depth of hold 8 feet; engine 16x18; good steaming boiler 5 feet in diameter, 10 feet long. Carrying capacity 130 M pine lumber, or 100 cords of wood, or 7 00 bush wheat. Address,
CAPTAIN JOHN ANDERSON,
134 North Center Avenue, Chicago, Ill.

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Magnetic Lung Protector!
PRICE ONLY $5.

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CATARRH, It is needless to describe the symptoms of this nauseous disease that is sapping the life and strength of only too many of the fairest and best of both sexes Labor, study and research in America, Europe and Eastern lands, have resulted in the Magnetic Lung Protector, affording cure for Catarrh, a remedy which contains NO DRUGGING OF THE SYSTEM, and with the continuous stream of Magnetism permeating through the afflicted organs, MUST RESTORE THEM TO A HEALTHY ACTION. WE PLACE OUR PRICE for this Appliance at less than one twentieth of the price asked by others for remedies upon which you take all the chances, and WE ESPECIALLY INVITE the patronage of the MANY PERSONS who have tried DRUGGING THEIR STOMACHS WITHOUT EFFECT.

HOW TO OBTAIN This Appliance. Go to your druggist and ask for them. If they have not got them, write to the proprietors, enclosing the price, in letter at our risk, and they will be sent to you at once by mail post paid.

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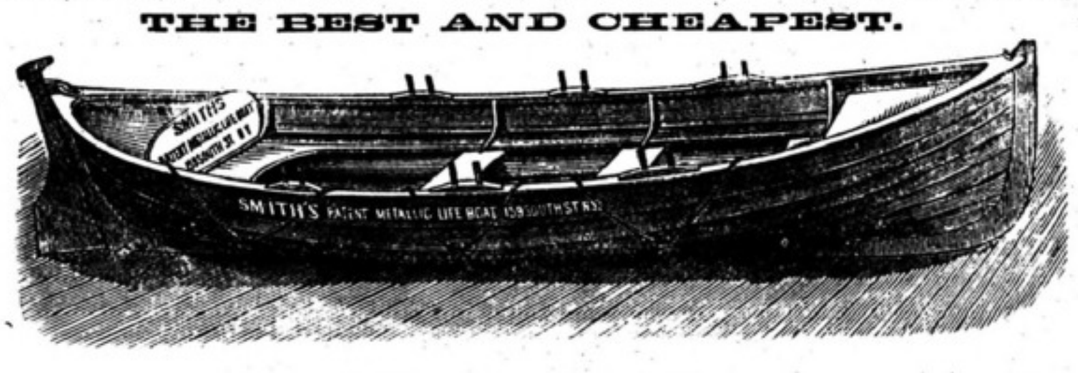

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—ON—

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Freights,	Charters,
Towage,	Registry,
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General Average,	Common Carriers,
Duties of Seamen,	Masters & Owners,
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A. A. POMEROY, Editor and Proprietor.

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☞ The Editor assumes no responsibility for the opinions of correspondents.

To insure notice, contributors must give name and address, and write on one side of the paper only.

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ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

A PROPOSITION is under consideration in the engineer's office at Washington to blast out Whale's Back rock in Green Bay.

THE lighthouse board has finally decided to erect a permanent light of the first order on the west end of the Chicago breakwater.

AN experiment for using a compound of water and alcohol as fuel on the tug Mattie Sargeant at Boston, Friday, resulting in a conflagation, damaging the boat $15,000, which the experimenters must pay.

EVERY Senator and Representative in Congress has received a copy of the protest of the iron and steel manufacturers and ore producers against the Morrison tariff bill. The protest is signed by representative firms of twenty-one states.

THE Greely relief expedition, which will sail in April or May, will consist of three vessels under the general command of Captain Schley, and will be fully manned provisioned, and equipped for a voyage of at least two years.

IN the Canadian parliament on the 29th of February the Finance Minister announced that, among other changes in the tariff bill, sheets, plates, angles and knees for iron or composite ships or vessels will be placed on the free list.

THROUGH the courtesy of Secretary James H. Harris, we have received a copy of the proceedings of the ninth annual convention of the National Marine Engineers Beneficial Association. It is a comprehensive work and reflects much credit on the worthy secretary.

THE naval bill, which passed the Senate on February 29, authorizes the President to construct seven steel vessels for the navy, consisting of one cruiser of 4,500 tons displacement, one cruiser of 3,000 tons, one dispatch vessel of 1,500 tons two heavily armed gunboats of 1,500 tons each, one light gunboat of 750 tons, and one gun boat of 900 tons. It further authorized the construction of one steel ram, one cruising torpedo, and two harbor torpedoes.

MR. R. A. PROCTER, who is somewhat of a genius, thinks the keen sense of science may be put on guard over our safety when our natural senses fail to warn us of danger. In view of the recent collision of steamships with icebergs in crossing the Atlantic, he suggests the use of the sensitive heat measures of Edison or Langley for giving notice of the proximity of ice at night or in fogs. It is said that one of these instruments in the bow of a vessel would indicate a change of temperature with the iceberg a quarter of a mile or more away, and could be arranged so as to attract attention to the invisible danger by sounding a fog horn.

CHEAP WHEAT.

"It is an ill wind that blows nobody good" is an aphorism that works both ways. While the cheapness of wheat may be cause for congratulation among the poor consumers, there are others quite as directly concerned who may be differently affected by it. The farmers, those who raise wheat, the speculators, those who buy to sell again, and the shippers, those who handle it in any way, are all, by the raising or lowering of its price, compelled to do business on a different basis. It is with the latter class that we are concerned in discussing the probability of lower prices and cheaper freights. The fact that wheat rates to a large extent govern all others makes it still more necessary that all navigators should take a careful view of the surroundings. The commercial world is beginning to realize that the supplies from India are likely to have a visible effect upon the chances of our overplus finding a market in England. The exports from India in 1879 were 2,195,000 cwt.; in 1880, 7,400,000, and in 1881, 15,500,000. This is an enormous increase. For the first nine months of last year the exports, moreover, were twice as large as in the corresponding periods of the two preceeding years, notwithstanding the enormous figures cited. Although official figures are wanted for the last three months, it is believed in Chicago that India has sent during the past six months 60,000,000 bushels of wheat to the continent, and Australia has piled in a surplus of 30,000,000 more. Meantime the fall of prices has had the effect of checking the importations from this country. From the Pacific coast they have continued large but from those parts of the United States which ship from Atlantic ports, the quantity sent abroad has been much smaller than usual so that our "visible supply" is large. Heretofore we have beaten all competitors in European markets and it is quite reasonable to assume that the constant and seemingly never ending flow of wheat has produced an encouraging state of the lake carrying trade. The sudden increase of exportation from India is due to the opening of railways in that country connecting the wheat growing districts with the seaboard, and the lesson finally learned by the ocean carriers that the cereal makes a good freight through the Suez canal to England. India being a dependency of Great Britain. that country will, of course, do all she can to favor her and develop her resources. Adding this fact to others, that India has plenty of cheap labor and a greater amount of wheat land than this country, makes it seem weak folly to suppose that her exports will not continue to increase in years to come as they have in years past. Chicago is getting considerably worked up over the matter. She has been gradually assuming the character of dictator of the world in setting prices in the wheat market. Her market was controlled almost exclusively by powerful rings owning immense amounts of capital and giving out prices with the authority of emperors. One dollar has been regarded as the pivoual price of wheat upon which the wheels of commerce have rotated in endless circles. It has been the safety mark, the guide for speculators and shippers to steer by. It is now reported that some of the oldest speculators begin to think that this order of things is pretty soon to be changed, some going so far as to express the opinion that the pivotal price must come down to 75 cents, and that London will have to be telegraphed hereafter before the price of wheat can be fixed. We are not yet prepared to accept the extremes of these Chicago views. At the same time, even with seventy-five cents some distance in the future, it is well enough to weigh the preceeding theories pretty thoroughly in their possible effects upon the rates of transportation.

THE TARIFF QUESTION.

We took occasion some time ago to express our intention of holding open views with regard to the tariff measures now pending, and their effect upon the interests with which the MARINE RECORD is identified. We do not believe in tying our opinions to a stake. We live in a fast age, and one which is continually growing faster. If men change with the time it is probable they are doing so now more rapidly than ever, and the wise are those who try to see both sides of a question and remain open to conviction. We believe in protection when protection is a benefit to the capital employed in running our industries and to the men who perform the labor; but when it is not thus beneficial and free trade or a low tariff is demonstrated reasonably to be a benefit, we shall feel in duty bound to state such reasons The question could have but little effect directly, but indirectly, as free trade ore might increase or diminish consumption, and as free trade might increase or retard ocean traffic the case would be different. We have said heretofore that protection was inconsistent with the highest attainment in ocean carrying. It may be that it is also inconsistent with the increase of shipbuilding that would naturally result from low priced iron and steel. So far as the question pertains to ocean carrying, it is obviously the better part of prudence to put as many ships as possible into speedy competition with other nations. We want a foreign market for our surplus grain and cheap and numerous ships will do much toward finding one.

THE MORRISON BILL.

The eyes of the iron men are fixed with close attention upon the Morrison bill for the revision of the tariff. It is proposed by that measure to either lower the tariff on ore materially, or place it on the free list at once. If either should be done the effect would be disastrous to both producers and carriers of ore, as it would prostrate business for a considerable length of time. The chances for the passage of the bill are, therefore, watched with interest. It is said that Mr. Morrison has some reason to feel uneasy, not for lack of support among the members of Congress, but because of the attitude of Mr. Randall, who, as chairman of the appropriations committee, has it in his power to delay the tariff bill, and shows a disposition to use his influence in doing so. After three months of the session have passed none of the appropriation bills have been disposed of except a minor West Point bill. All the more important ones are to come and they are in a stage of perplexing embryo. Mr. Randall can therefore very reasonably take the time of the House for the next three months in considering them, under the plea that they should be sent to the Senate in time to give that body a chance to send them back. The three months thus taken will bring the session down to the first of June, in the midst of the hot days, to the time of congressional conventions, when members will think more of being at home pulling wires for re-election than remaining in Washington discussing horizontal tariff reduction. With the lack of a quorum, of course nothing can be done. Mr. Morrison is doing what he can to forestall this plan, thus showing that he is at least conscious of its existence, but it is stated that his efforts have been discouragingly unsuccessful.

OUTER BEACON LIGHT.

I. P. Bumpus, U. S. Engineer, is at Charlotte superintending the construction of another beacon light to be placed on the extreme end of the new extension of the west pier. The lantern or top of the old upper lighthouse will be used on the new structure. The new beacon will be about twenty-six feet in height skeleton frame and bolted to the cribbing. Commenting on the above, the Rochester Advertiser says that since the discontinuance of the upper light, which also answered the purpose of a coast light, navigators have had much difficulty in making the harbor on dark nights or in thick, foggy weather, as there were no lights which could be ranged by which to steer on entering the harbor. This new beacon will supply the necessary range light, but it will not begin to fill the place of the old upper light which stood on the high hill above the river, and was visible nearly twenty miles on the lake, and which was considered by navigators one of the most important coast lights on the lake. Any one who will look at a map of Lake Ontario will readily see that the Genesee harbor is situated in a long deep indenture or bay, with Braddock's Point on the extreme west, and Nine Mile, or "Lyons," Point on the east. On account of the low position of the beacon lights, both the old and the one now being built, and their nearness to the water, they are visible but a short distance at sea, and not at all below Nine Mile Point, nor above Braddock's Point. Vessels coming down the lake could formerly see the big upper light and locate the harbor before Braddock's Point was passed, and could lay their course accordingly; now, however, vessels have no guide, and fearing to keep too close to land, are often so far out that they run by the port, or are so far to leeward that they cannot make the harbor. At the harbor of Erie, Pa., a similar change was made and a large steamboat went ashore and was lost there during a storm last fall, and it was charged that it was solely on account of the abandoning of the upper light there that the disaster occurred. The citizens of Erie, vesselmen, and others along the lakes petitioned the lighthouse board to replace the light, but the political solons, who knew the needs of commerce better than the navigators themselves, refused to do so. Finally, the Legislature of the State of Pennsylvania took up the matter and passed a resolution which has been sent to Congress requesting the restoration of the upper light at Erie. Vessels and steamboatmen trading at this port have been unanimous, emphatic, and many of them profane, regarding the policy that dictated the abandoning of the upper light here. And in one case last fall, during one of the heavy, easterly gales, it came very near being the cause of the loss of one of our finest lake schooners and nine lives. On account of being unable to pick up the beacon light until she was too far to leeward, she was compelled to run to Sacketts harbor, nearly the whole length of the lake in a terrible sea; and one of her officers stated that if she had had twenty miles further to go she would have foundered. There should be no political question in this matter and it is one that demands the attention of the authorities. No reason or argument was brought against maintaining the upper light saving economy, and the very fact of the officials now coustructing another beacon for a range light, is ample evidence that they were wrong in discontinuing the old light which could be maintained with one beacon at no greater cost than that of two beacons both on the pier and which are of not such benefit to commerce.

LITERARY NOTICES.

The March ATLANTIC continues Dr. Mitchell's story, "In War Time," and Mr. Crawford's story "A Roman Singer." These, though very unlike, are two of the best and most interesting stories that have appeared from American writers for a long time. Henry A. Clapp contributes an admirably intelligent and discriminating article on Henry Irving, the famous English actor. Mrs. E. D. B. Bianciardi, an American lady who has lived in Italy for many years, describes "A Pisan Winter," which includes a story. Henry M. Lyman has an interesting paper on "The Discovery of Peruvian Bark," which, under the name of quinine, is so much used in medical practice. "The Journal of a Hessian Baroness" culls from the letters and journal of Baroness Von Reidesel many curious facts relating to Burgoyne's campaign during the Revolution. "Drifting Down Lost Creek" is a story of East Tennessee life, by Charles Egbert Craddock, who knows that peculiar life so intimately and describes it so well and so dramatically This story will be finished in the April number. Other interesting articles are "Don John of Austria," by Alexander Young; "The Sources of Early Israelitish History," an excellent example of what is now known as the "higher criticism" of the Bible, by Rev. Philip A. Wicksteed, a learned English clergyman; "The Fate of Mansfield Humphreys," a continuation of Mr. R. G. White's articles on "Mr. Washington Adams;" "Texts and Translations of Hafiz," by Prof. E. P. Evans; two poems, reviews of books, and a bright Contributors' Club. Houghton, Mifflin & Co., Boston.

ST. NICHOLAS FOR MARCH.--Louisa M. Alcott's third "Spinning-wheel Story," entitled "Eli's Education," is a leading feature in the March number of St. Nicholas, and paints a true picture of the struggles of a country lad to obtain an education in the early years of the present century. Mrs. A. D. T. Whitney contributes a brightly written story, called "Girl-Noblese," which is not without "boy interest," however, and which, while possessing its full share of incident and adventure, is a clever study of character as well. "Among the Mustangs," is the title of an entertaining paper on the wild ponies of the plains, by Noah Brooks, author of "The Boy Emigrants," who gives much information in regard to the origin, life, habit and fate of the mustang. "Blown Out to Sea," by C. F. Holder, is a collection of anecdotes recounting, some of the curious resting places made use of by weary birds which

are driven by strong winds out of their course in their long migratory flights, often extending many thousands of miles. The pictures are by J. C. Beard, and one of them shows a tired flamingo vainly trying to sleep while standing on the back of a huge turtle, a sight actually observed by a boat's party in the Gulf of Mexico. "Wong Ning's Ideas," are some of the reminiscences and quite original opinions expressed in his own words by a very "live" Chinese boy, living in San Francisco. Lucy Larcom has a bright little March poem, called "The Wind-Flower;" Palmer Cox tells and shows how the adventurous "Brownies" went up (and came down) in a balloon: Emily Huntington Miller has some strong and feeling verses on the life-saving service; R. B. Birch has illustrated and engrossed six pages of funny jingles, entitled an Alphabet Menagerie," and there are some excellent verses besides these. Mayne Reid's serial "The Land of Fire," and W. O. Stoddard's "Winter Fun," increase in interest as they grow in length.

IRON MARKET REPORT.

CLEVELAND, March 5.

There is a good demand for pig iron but only in small lots, and dealers claim that prices are not apt to go lower. In regard to the condition of the ore market we quote from Messrs. Rhodes & Co.'s monthly circular as follows: "The sales of Lake Superior ore for delivery after the opening of lake navigation have been large. At this time last year almost nothing had been done in the way of future sales, and the activity in the ore market the past month shows that consumers see their way clear to contract for liberal supplies, and that they do not believe prices of ore can be lower. It indicates, likewise, considerable confidence in the future of the business, as it must be remembered that the ore contracted for now is for use from May, 1884, to May, 1885."

CHARCOAL PIG IRON.

No. 1 Lake Superior charcoal	$23 00@24 50
No. 2 Lake Superior charcoal	23 00@24 50
Nos. 3 and 4 Lake Superior	24 00@25 00
Nos. 5 and 6 Lake Superior	23 00@25 00
Nos. 1, 2, 3, 4, 5, Salisbury	35 00@37 00
Southern charcoal	27 00@30 00

Reported by E. L. Harper & Co., Cincinnati.

The conditions of the trade have not changed since our last report. Demand and supply seem going along harmoniously as mutual friends, and there is a feeling of solid hopefulness on the part of the furnaces, and satisfaction on the part of consumers. The furnaces producing the famous "Jackson county" softeners have combined as to a scale of prices, which are uniform and a shade under the figures general heretofore. Business continues fairly active, and the scarcity of good strong soft foundry grades renders prices on prominent reliable brands very firm. We quote as prices current:

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 50 to $23 50
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	18 50 " 19 00
" " " No. 2	17 50 " 18 00
American Scotch, No. 1	19 00 to 19 50

GREY FORGE.

Neutral Coke	$16 75 to $17 25
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "charcoal" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

The Democrats of the Ways and Means Committee are pushing things very lively with the tariff bill. They held a caucus Friday and decided to pass through the committee a substitute for Morrison's bill. It will be the same as the Morrison bill except that the articles placed on the free list will be confined to salt, coal and lumber. The 20 per cent, horizontal reduction will be applied to the other articles which under the Morrison bill were made free. The substitute will be presented to the House at an early day and the Democratic policy is to hurry it through as rapidly as possible. As every member will want to put his views upon record the discussion will be a protracted one. Hence the hurry on the part of Morrison to report it. As it will take precedence of other measures, except appropriation bills, little else will be done until it is out of the way. Morrison seems to think that the bill will pass the House and that it will go through the Senate in some shape or other.

He was an artist, and he was sparking the daughter of a retired sea captain. While he was whispering sweet nothings in his sweetheart's ear in the dimly lighted parlor, he was paralyzed by the voice of the ancient mariner: "Cast off that painter." But she explained that her father was only dreaming that he was on the sea again, and the engagement proceeded.—*Exchange.*

File your MARINE RECORDS for reference.

[*Concluded from 1st page.*]

Blanchard, A. W. Reed; Portage, John Byrne; Starucca, Lawrence Green; Newburg, William Fletcher; Waverly, Joseph Hulligan; Dean Richmond, Fred Provost; James Fisk, Jr., Martin Lake; Nyack, Samuel Shannon; St. Louis, William Thorne; Arctic, Robert Rhynas.

TOLEDO.

Special to the Marine Record.

Tugs and barges and other water craft are being overhauled for the opening of navigation.

The police yacht has been added to the Toledo Yacht Club fleet. The Club is to build several new yachts, having added largely to its membership.

Captain John Navaugh, for twenty-three years a tug captain on the Maumee, died Thursday night after suffering for two years with consumption. He leaves a wife and four children and the honorable heritage of a man faithful in the discharge of all the obligations of life. The remains were taken to Oswego, N. Y., for burial.

For more than a year past the masters of lake craft and the custom house officials have been in a quandary as to whether the Lake Erie islands belong in the Sandusky or Toledo revenue district. The question is entirely on the construction to be placed on the United States statute which defines the boundaries of these two districts. Since the Toledo Club House has been established on Middle Bass Island boats have been passing regularly between Toledo and the islands. The law requires that the master of a craft passing from one district to another shall leave copies of his manifest at both the port of clearance and the port of entry. Some time ago two criminal suits were brought, one against the master of the Leela and one against the master of the Chief Justice Waite, and also a civil suit against the master of the Leela, Mr. William Leaver, for violation of the law mentioned. One of the objects of the suits was to obtain a judicial determination of the boundary lines, as the guilt or innocence of the parties would depend upon whether the islands were in the Toledo or Sandusky district. The civil suit against the master of the Leela was tried before Judge Welker and a verdict was found for the defendant; which left the islands in the Toledo district. The two criminal suits were then called up and submitted to the same jury with the same evidence. Of course the verdict was similar to the one previously rendered. At those trials the people of Sandusky were not in court as witnesses, nor were they represented by counsel. United States' District Attorney Eggleston, to settle the question, brought a civil action against the master of the steamer Chief Justice Waite, for passing between Put-in-Bay and Toledo without leaving a copy of his manifest at either port. The defense demurred to the petition, and Judge Welker overruled the petition at Toledo, Monday. The case will come up for trial on its merits, in June.

LUDINGTON.

Special to the Marine Record.

The steamers No. 1 and No. 2 of F. & P. M. R. R. are making regular trips, or nearly so.

The Detroit, Grand Haven & Milwaukee steamers are having considerable trouble with ice. The Wisconsin left Milwaukee two weeks ago and has been in the ice ever since.

F. & P. M. steamer No. 2, Captain Duddleson, arrived from Milwaukee last Sunday evening, having encountered ice nearly all the way across.

There was a very heavy fall of snow Sunday and Sunday night. The weather is very cold. There is not much ice in sight this morning.

SOUTH HAVEN.

Special to the Marine Record.

Following are dimensions for a steam yacht built by Mr. James Elliott for Captain L. A. Leighton of this place. She will be ready to launch by the middle of March. Keel, 73 feet; over all, 85 feet; beam, 17 feet; hold, 8 feet; engine, built by St. Joseph Iron Works, 16x16 inches, andsteel boiler 5x10 feet. She is to be named the Adrienne, and is to run between South Chicago and Chicago.

BAY CITY.

Special to the Marine Record

The Bay City Drydock Company, have had the towbarge Montgomery in drydock where she has undergone considerable repairs. The towbarge Gebhart is in drydock getting a general overhauling and necessary repairs.

Messrs. Wheeler and Crane are building a towbarge for Captain Forbes, which will be consort to the fine steambarge Kittie Forbes built by this firm and launched last season.

They are also building a large towbarge for Mr. Bewick of Detroit. Also a large steambarge for Mr. Hawgood of Bay City and others of East Saginaw, and a tug for P. Christler of Little Traverse Bay.

MILWAUKEE.

Special to the Marine Record.

The ownership of twelve large steamers of the Western Transportation Line has been transferred to the Western Transit Company, which places them in the full control of the New York Central Railroad Company. The consideration has not yet been made public, but the value is not less than $1,000,000.

MANITOWOC.

One-sixth of the barge Lewis Paulow has been sold to John P. Merrill for $5,000.

One quarter of the schooner Emma Leighton has been sold to Martin Anderson for $280.00.

Horn and Mashek of Clay Banks, are talking of building a new steambarge in the near future.

The propeller Champlain is now in the drydock. Her repairs will not be completed until the latter part of March. The propeller Jay Gould has been libeled by S. B. Grummond, who claims $131.20 damages for sinking a tug.

The steambarge Hilton was in port on Friday loaded with wood and coated with ice. Who would'nt be a mariner on the lakes these times?—*Times.*

STURGEON BAY.

Captain Wm. H. McDonald is getting out a large amount of cedar, pine and cordwood at or near the canal this winter. He has also secured a contract from Captain Casgrain to get out a lot of piles for harbor work, and about 500 are already on the bank, and if the weather continues favorable for a month or so longer, this amount will be doubled.

SARNIA.

The steamers J. C. Clark and Hiawatha are undergoing some slight repairs to their upper works, previous to being painted over for the coming season's business. The company have announced their desire to sell one of the steamers, the building of the Erie and Huron railway to Dresden and Wallaceburg having somewhat reduced the transportation business between Sarnia and these points. When that much talked of railway shall have reached Sarnia, as its only suitable Northern terminus, perhaps the steamboat transportation business between these points will be still further reduced.

ERIE.

Of the eight seamen volunteering from the United States Steamer Michigan for the Greely expedition three were accepted by the authorities at Washington. Captain Reed, who commands the Michigan, and who volunteered to take charge of the relief expidition, is rejected on account of his poor sight. He claims to have excellent vision, and demands a further medical examination.

KINGSTON.

The Board of Examiners are: Captains Harbottle, McIlwain and Thomas Taylor The following passed successful examination for Masters: J. H. Scott, M. W. Bailey, Coteau Landing; G. Crawford, Kingston; Frank Clark, Dickenson's Landing; A. H. Malone, Garden Island; Geo. O'Brien, Garden Island; A. H. Miller, Kingston; E. Beaupre, Kingston; J. B. Estes, Charlotte; W. A. Comson, Brighton; W. W. Givens, Webster Augustus, Jno. Geoghegan, W. Simmons, W. Dandy, Kingston; C. W. Fennington, Belleville; Jno. Saunders, Kingston; W. C. Rothwell, Kingston. Mates Jno. Henderson, Beauharnois; J. A. McKeever, Prescott; Patrick Feheny, Belleville; W. J. Watkins, Belleville; H. Esford, Barriefield; E. A. Booth, Kingston; C. Lantier, Clayton; N. Henderson, Kingston; Ephriam Martin, Garden Island.

Some of the Kingston mariners have asked if it were legal for American mariners to come to Canada and pass examinations, so that they will be eligible to sail Canadian craft. The act does not prevent them doing so. We notice that there are a number of Canadian masters of American bottoms.

Mayor Farley is making much ado about a small bill sent him by Captain Greenhalgh for services rendered the city by the tug Mary Virginia, which acted under his direct orders in breaking the ice as far up the river as possible when the flood threatened to sweep the lumber dealers' property away. It has transpired that the tug was at the time in the employ of the lumber dealers; nevertheless if a mayor of a city considers it incumbent on him to issue orders in regard to a work being carried on by other parties, and which the city should have taken action in before, it is but just that he should pay the bill presented and reimburse the subscribers to the fund.

LAKE ERIE BOILER WORKS.

"The Lake Erie Boiler Works" 244 to 254 Perry St., Buffalo, were established by Messrs. Hammond and Coon, early in 1882, when they erected a spacious shop, 100x200 feet dimensions, and placed the most improved boiler making machinery in it, and forthwith entered into a prosperous business.

The equipments consist of the finest and swiftest machinery known to the business, as rolls, planes, sheares, punches, etc., a single punching machine having the capacity to punch 22,000 holes in ten hours through the heaviest boiler plate. A planer of 15 feet in length, weighing eight, tons, is capable of planing a plate of any width or length, one, indeed, upon which the great iron and steel plates for tanks and boilers of the size manufactured by this concern can only be put into their proper condition for caulking. The bending rolls which were invented by one of the firm and in use only at their works, are greatly improved over other rolls, being so constructed as to bend plates of ten feet wide and of any length or thickness. These rolls weigh about nine tons, and are perfect in the execution of their work. In addition to the above machinery, the works contain several small machines for similar purposes, and a full complement of other mechanical apparatus, such as bending rams, horizontal punches, large drilling machines etc.

This firm make a specialty of marine work and are at present very busy building several heavy marine boilers and doing repairs on steamboats. Boilers of every description, such as marine, locomotive, stationary and portable of all sizes are made, and oil and gas tanks of all sizes, from the smallest to the most gigantic, are made to order on short notice. In fact, everything made of heavy plate of sheet iron is manufactured at the Lake Erie Boiler Works, such as oil stills and agitators, smoke stacks, salt pans, gasometers, paper mill bleachers and rotaries, etc.

With their superior facilities for perfect and rapid execution in the construction of boilers, tanks, etc., in which none but the best qualities of iron and steel are used, thhy are enabled to furnish estimates which will prove to be advantageous to parties needing such articles, and, it is needless to say, when completed, whatever they make may be relied upon to stand the most severe test and give entire satisfaction in every case.

Geo. B. Carpenter & Co.,

Ship Chandlers and Sail Makers.

Ship Chandlery Goods of all Descriptions.

MANILA ROPE OF THE VERY BEST MAKE

Steel and Iron Wire Rope and all Its Fittings.

202 to 208 South Water-st.,

CHICAGO, ILL.

FOR SALE,

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold, 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

CAPTAIN OTTINGER'S PROPHECY.

Captain D. P. Dobbins, superintendent of the ninth United States Life Saving District, in a letter to the Erie Herald, says: My attention has been called to an article in your paper of January 21, 1884, headed "Captain Ottinger's Prophecy," which, being full of misstatements and erroneous conclusions and well calculated to cast discredit and unjust reflections on the life saving service to which I have the honor of belonging, I claim the right and privilege of vindication through your columns.

These misstatements are as follows:

1st. That Captain Ottinger's mortar was used in throwing a line to the ship Georgia ashore on the Jersey coast some thirty years ago.

2d. That Captain Ottinger, in connection with Robert P. Parrott, invented a mortar in 1877, by which a line could be thrown a distance of 754 yards in ordinary weather and 500 yards in the severest gale known on the coast.

3d. That, owing to the inefficient management of the life saving service, many lives have been lost which might have been saved by means of the life saving implements and appliances which have been placed in the hands of the Government for many years past, and which have been set aside by the present managers of the service to gratify a spirit of jealousy and suppress from public knowledge the credit due to the inventor of these appliances, Captain Douglas Ottinger.

4th. That a breeches buoy, suitable only for the English cliffs where the wreck is far below the rescuing party has been substituted for the life car, making it almost certain death for any one to come ashore during a storm. And that a toy gun (Lyle's), suitable only for a boy's Fourth of July celebration, has been substituted for the heavy Ottinger mortar for throwing lines to distressed vessels; and which last substitution was demonstrated at a cost of fourteen human lives from the British barkentine Elmina, on the Jersey coast, January 8, 1884, through the failure of that gun to throw a line over that vessel, although but 300 yards from the beach.

5th. That the piece of ordnance condemned by Captain Ottinger, (Lyle gun,) failed to throw a line on board the steamer Fred Mercur, ashore on the Erie Peninsula, November 13, 1883, though only 400 yards from the shore.

6th. That Captain Ottinger invented, patented, and three yeare ago built sand wheels by means of which the heaviest appliances of the life saving service could be transported quickly and without fatigue to the crew to any distance over the loosest sands of the beach; and which wheels were presented to the Government by the inventor, and urged to be put into immediate use; but which, to this day, have not been permitted to do service.

PER CONTRA.

The indisputable facts as to the above misstatements are as follows:

1st. There was no such thing in existence as mortar or gun designed or constructed by Captain Ottinger when the ships Georgia or Ayershire went ashore on the Jersey coast over thirty years ago. The mortar that threw the shot line to each of those ships, from which over 400 lives were saved, was the old-fashioned eprouvette, twenty-four-pound round shot gun, with which each life saving station has been supplied from the beginning.

2d. In the years of 1877-78 Robert P. Parrott, of the West Point foundry, designed, and under Captain Ottinger's superintendence, constructed an experimental gun or mortar weighing 538 pounds, which in a private trial, with favorable wind and clear weather (it is claimed by Captain Ottinger,) threw a thirty-three-pound projectile, with a small "last resort" shot line attached, some 631 yards; which gun Parrott patented as his own invention, and on Captain Ottinger's recommendation sold to the Government for the life saving service, and which was immediately placed in service at a life saving station on Cape Cod, where it performed its *first* and *last* service at the wreck of the schooner Sarah G. Fort, on Peaked Hill Bar, April 4, 1879, and where it *utterly failed*, in several trials, to carry a line, *large* or *small*, the required distance of 440 yards to the wreck, and lives were lost in consequence. Very naturally the Parrott-Ottinger gun, after this disastrous failure, was "laid aside" as not suitable for the life saving service.

3d. In the year 1879, at the request of the general superintendent of the life saving service, S. I. Kimball, and by permission of the ordnance department of the United States Army, Lieutenant D. A. Lyle, U. S. A., produced a bronze gun, weighing only 165 pounds, which, on official trial, threw a seventeen-pound projectile, with a No. 9 braided shot line attached, 674⅔ yards, *measured* distance, which gun, proving to be superior in portability, range, safety and durability, to the old eprouvette mortar and the later Parrott-Ottinger heavy gun or mortar, was adopted by the Government and immediately placed in service in each and every life saving station in the country, where it has been successfully used during the five years of its existence, at 87 wrecks without failing to reach and relieve.

The breeches buoy has been chosen and used by the life saving crews, in preference to the life-car, to do service at eighty-two wrecks and brought 713 human beings ashore in safety and without ever losing a single life. The life-car, bearing many *vital* improvements over the original Francis-Ottinger life-car of 1849, has been chosen by keepers as suitable for service at three wrecks and landed seventy-four persons in safety during the five years just past.

The Ottinger sand tires for wagon wheels, with my own "detachable improvements," were on my recommendation constructed at the *Government expense* and placed in service at the Erie life saving station, some three years ago; and having failed to obtain an opportunity to test their merits in actual service at that station, the "Board on Life-Saving Appliances," undertook to make a practical or experimental test on the sands of the Erie Peninsula, September 5, 1883, which, owing in part to the damp condition of the sand was not satisfactory. The tired wheels were then ordered to the Jersey coast, where they are now being put into actual sand beach service, the result of which will be reported hereafter.

The charge that the destruction of fourteen lives on the bark Elmina is due to the inefficiency of the Lyle gun in failing to throw a line 300 yards to the wrecked vessel cannot be sustained; as the facts disclosed are, that the Lyle gun threw three different lines over the vessel, two of which slipped off the rigging and yards and were recovered, while the third was caught by the ill-fated crew with a loud cheer, the whip hauled off and made fast with the bight around the foreyard, which of course cut off all possibility of using it; then, a rising tide, with freshening gale, following, swept the last vestige of the ship with her living freight out of reach or sight of mortal, and eight poor souls were numbered with the dead.

As to the attempt to fire a No. 9 braided shot line 550 yards or more, in teeth of a hurricane and blinding snow storm to the unseen and stranded steamer Fred Mercur, November 15, 1883, guided only by the sound of the steamer's whistle, it will never be known how far *beyond* or how much *short* those two shots came of reaching that vessel. No eprouvette mortar or Parrott-Ottinger gun could have done better than the Lyle gun did on that occasion. The shot most probably fell beyond the wreck.

The charge that life-saving appliances invented by Captain Ottinger and by him presented to the Government have been *set aside* by the present managers of the service, with the object of excluding and suppressing from public knowledge the credit due to the inventor of those implements, cannot be sustained; and every station in the United States life saving service has for the last five years been supplied with the life-car, the breeches buoy, the eprouvette mortar; and the Lyle gun; which, in connection with their surf-boats, each and every keeper of the stations are permitted to use, in case of wreck, as, in their own good judgment, they may see proper.

Finally, as to the fling that the general superintendent of the life-saving service "is merely a clerk in the Treasury Department," and being a mere "land-lubber," has no knowledge of his own regarding the wants of the service, I have to say that after eight years' service under his management, I have yet to discover the first error of judgment on his part with reference to the life saving service. S. I. Kimball has made the success of the life saving service the study of his life, and given his personal attention to the inspection and management of the stations and crews, as well as the office in Washington. And it would trouble the "senior captain" or any other revenue marine or naval officer that I have ever met (and I have met a few) to keep pace with our *practical* general superintendent in inspecting stations, crews and apparatus, or in drilling the men in the use of the beach and mortar apparatus—the management of the surf boat, the resuscitation of the apparently drowned, the swimming to the relief of drowning persons, and the use of the international code of signals—in all of which he is wonderfully proficient. To S. I. Kimball, the country owes a debt of gratitude for his successful reorganization of the life-saving service and its attendant happy results. With the aid of the board of life-saving appliances (composed of such able, practical men as Captains R. B. Forbes, Garrison, and Baby, of the merchant marine service; Captain Merryman and Lieutenant Walker, of the revenue marine service; Captain D. A. Lyle, United States army ordnance department; two of the life-saving district superintendents, and one station keeper), the general superintendent has been enabled to select and adopt for the service the latest approved inventions and appliances for the saving of life from among a world of good, bad, indifferent and claptrap offerings of ingenious inventors, which have been offered for the consideration of the board; and now presents to the country the best organized, the best equipped, and the most effective life-saving service in the world; as attested by the late London Fisheries and Life Saving Exposition with its gold medal, and by the still more eloquent fact that whereas, before the service was reorganized by Mr. Kimball, one person out of every twenty-nine persons on wrecked vessels were lost on our coast; now the average is less than one person lost out of every 113 wrecked; or, a decrease of nearly 75 per cent. What more convincing proof could be given of the wonderfully increased efficiency of this branch of public service?

DISEASE CURED

Without Medicine.

A Valuable Discovery for supplying Magnetism to the Human System. Electricity and Magnetism utilized as never before for Healing the Sick.

THE MAGNETON APPIANCE CO.'S

Magnetic Kidney Belt

FOR MEN IS

WARRANTED TO CURE Or Money Refunded, the following diseases without medicine:—PAIN IN THE BACK, HIPS, HEAD OR LIMBS, NERVOUS DEBILITY, LUMBAGO, GENERAL DEBILITY, RHEUMATISM, PARALYSIS, NEURALGIA, SCIATICA, DISEASES OF THE KIDNEYS, SPINAL DISEASES, TORPID LIVER, **Gout, Seminal Emissions, Impotency, Asthma, Heart Disease, Dyspepsia, Constipation; Erysipelas, Indigestion, Hernia or Rupture, Catarrh, Piles, Epilepsy, Dumb Ague, etc.**

When any debility of the **GENERATIVE ORGANS** occurs, **Lost Vitality, Lack of Nerve Force and Vigor, Wasting Weakness,** and all those **Diseases** of a personal nature, from whatever cause, the continuous stream of Magnetism permeating through the parts, must restore them to a healthy action. There is no mistake about this appliance.

TO THE LADIES.—**If you are afflicted with Lame Back, Weakness of the Spine, Falling of the Womb, Leucorrhœa, Chronic Inflammation and Ulceration of the Womb, Incidental Hemorrhage or Flooding, Painful, Suppressed and Irregular Menstruation, Barrenness, and Change of Life, this is the Best Appliance and Curative Agent known.**

For all forms of **Female Difficulties** it is unsurpassed by anything before invented, both as a curative agent and as a source of power and vitalization,

Price of either Belt with Magnetic Insoles, $10, sent by express C. O. D., and examination allowed, or by mail on receipt of price. In ordering send measure of waist, and size of shoe, Remittance can be made in currency, sent in letter at our risk.

The Magneton Garments are adapted to all ages, are worn over the under clothing, **not next to the body like the many Galvanic and Electric Humbugs advertised so extensively,** and should be taken off at night. They hold their POWER FOREVER, and are worn at all seasons of the year.

Send stamp for the "New Departure in Medical treatment **Without Medicine,**" with thousands of testimonials.

THE MAGNETON APPLIANCE CO.,
218 State Street, Chicago, Ill.

NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try our Magnetic Insoles, and be convinced of the power residing in our other Magnetic Appliances. Positively no cold feet when they are worn, or money refunded.

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express & P. O. address. DR. T. A. SLOCUM, 181 Pearl St., N. Y.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Nineti th meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	.....
Port Clinton Accommodation	†10 37 A M	.....
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express	.....	*3 37 P M
Conneaut Accommodation	.....	4 22 A M
Nottingham [Sunday only]	9 44 P M	.....
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk	.....	†6 12 A M
Conneaut Accommodation	†8 12 A M	.....
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation	.....	† 4 32P M

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

BEE LINE

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

Equipment New and Comprising all Modern Improvements.

☞Tickets by this popular route for sale at all regular Tcket Offices.

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L & W. Acc	9:40 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.: Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2.20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a m., without change.

2.20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.47 a. m.	.....	.....
Arr. Valparaiso	9.37 "	.....	.....
" Fort Wayne.	1.00 p. m.	.....	.....
" New Haven..	1.35 "	.....	.....
" West Leipsic.	3.45 "	.....	.....
" Arcadia	4.44 "	.....	.....
" Fostoria	4.57 "	.....	.....
" Green Springs	5.44 "	.....	.....
" Bellevue	6.12 "	.....	.....
Lv. Bellevue	6.22 "	7.52 a. m.	.....
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland	.....	10.27 "	3 52 p. m
Arr Painesville	.....	11.33 "	5:05 "
" Ashtabula	.....	12 25 p. m.	6.03
" Conneaut	.....	1.07 "	6.32 "
" Erie	.....	2.09 "	.....
" Dunkirk	.....	3.47 "	.....
" Buffalo	.....	5.22 "	.....

GOING WEST.

Lv Buffalo	9.47 a. m.	.....	.....
Arr Dunkirk	11.24 "	.....	.....
" Erie	1.23 p. m.	.....	Leave
" Conneaut	2.17 "	.....	6.17a. m.
" Ashtabula	2.50 "	.....	6.46 "
" Painesville	3.44 "	.....	7 43 "
" Cleveland	4.52 "	.....	8.57 "
Lv Cleveland	4.57 "	6.47 a. m.	.....
Arr Bellevue	7.37 "	9.17 "	.....
Lv Bellevue	.....	9.22 "	.....
" Green Springs.	.....	9.44 "	.....
" Fostoria	.....	10.22 "	.....
" Arcadia	.....	10 34 "	.....
" West Leipsic	.....	11.30 "	.....
" New Haven	.....	1 35 p. m.	.....
" Fort Wayne	.....	1.52 "	.....
" Valpraiso	.....	5.55 "	.....
" Chicago	.....	7.52 "	.....

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,
LEVIS WILLIAMS, General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

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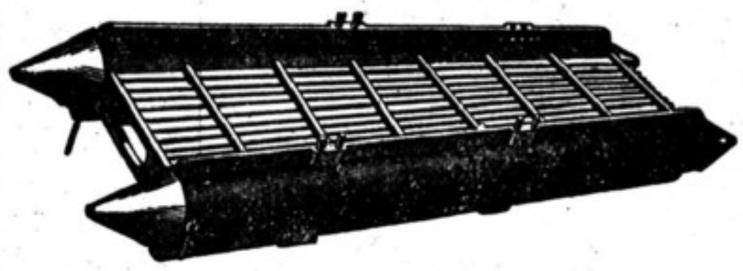

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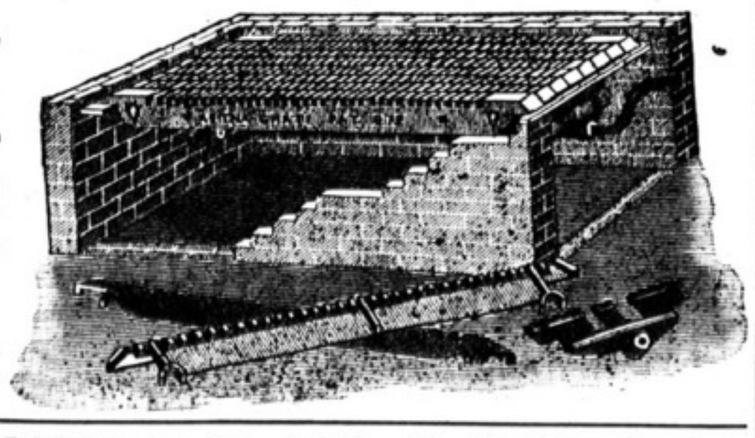

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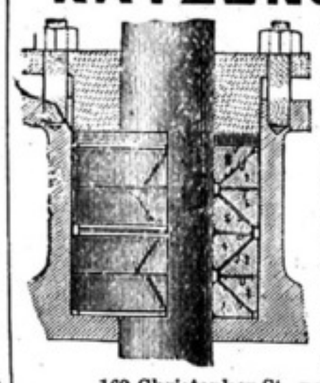

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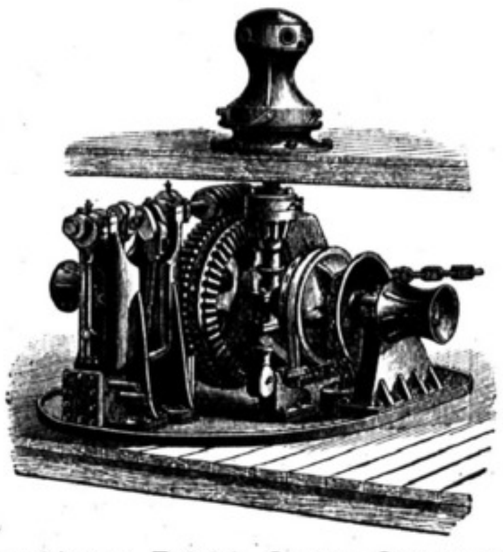
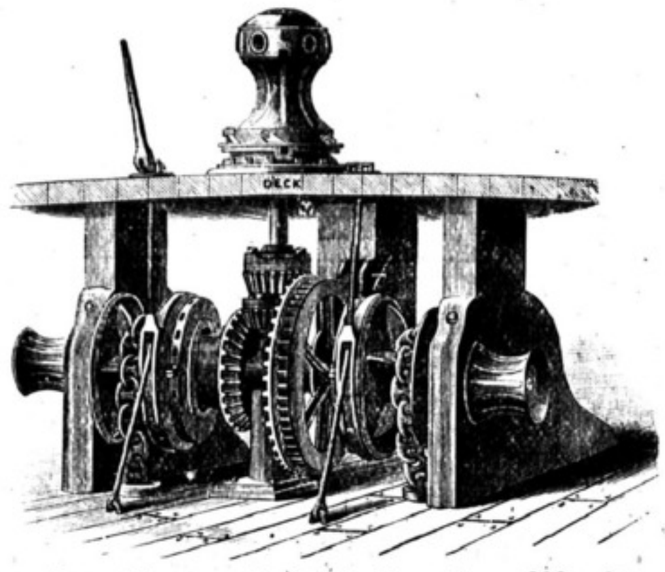


The Providence Patent Steam Capstan Windlass New Style.



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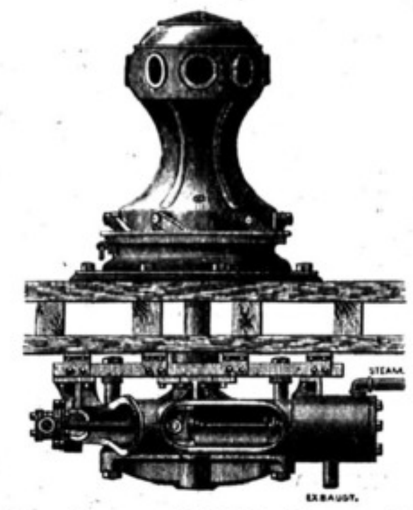
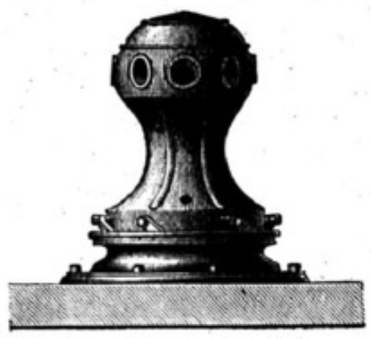
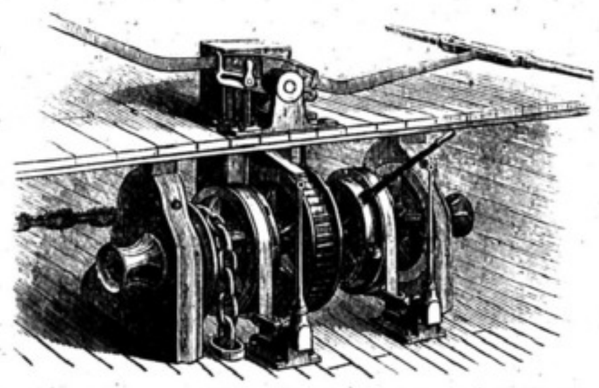


The Providence Patent Steam Capstan.



The Providence Patent Power Capstan.



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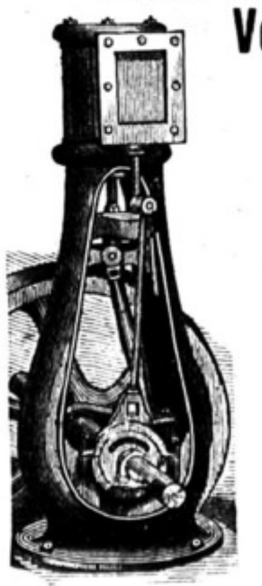

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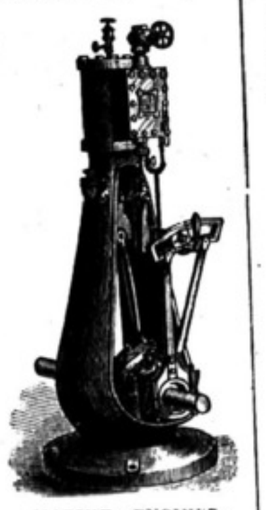

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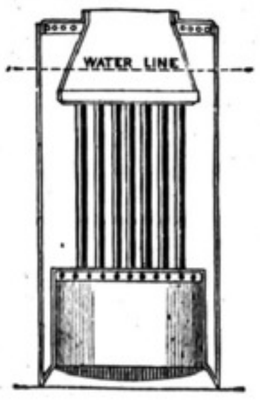

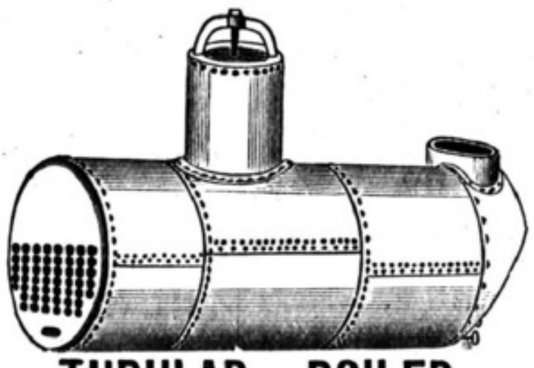

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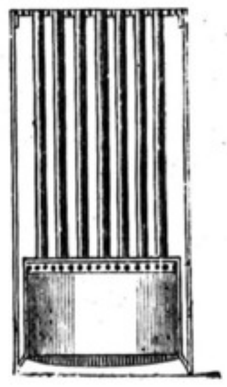

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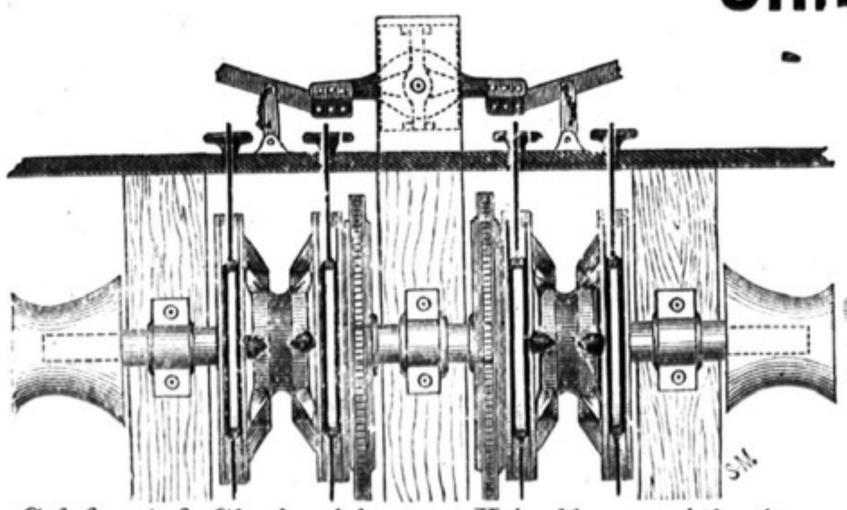
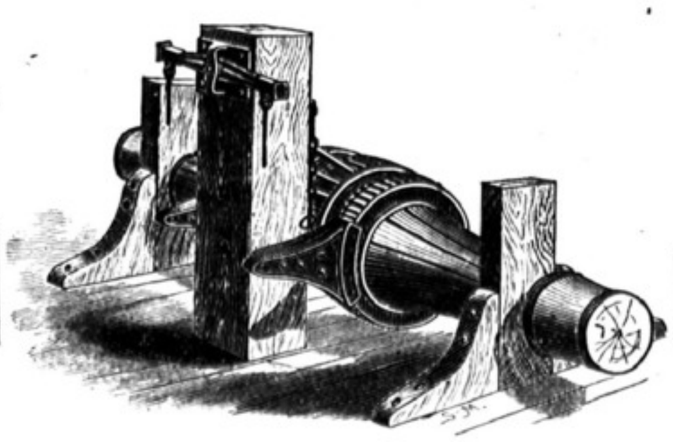
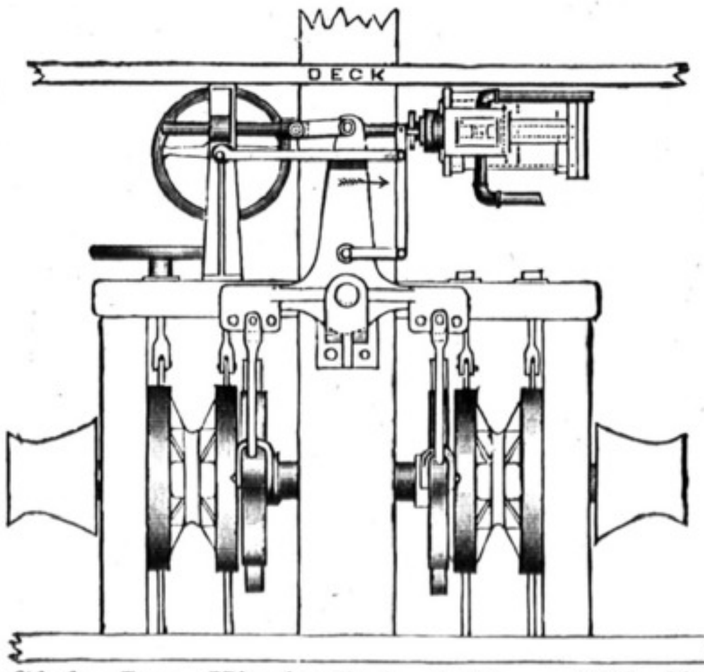


Celebrated Chain Sheave Windlass, with American Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass